(b) whether it is a fact that this matter has been under discussion since 1986; and

(c) if so, what is the status thereof at present?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) and (c) Like Maharashtra, various other States have also been making representations to the Central Government from time to time for declaring new National Highways. However, on account of financial stringency and other priority considerations, new National Highways could not be declared in a number of States including Maharashtra. Even during the 8th Plan, due to meagre allocation of funds, it may be difficult to add new roads to the National Highway network unless the allotments for Central Sector Road Programme are augmented at the stage of mid-term review of the Plan.

By-Pass on National Highway No. 7 at Jabalpur

460. SHRIMATI VEENA VERMA:
SHRI MURLIDHAR CHANDRAKANT BHANDARE:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the progress made so far in connection with the projected construction of a bypass on National Highway No. 7 at Jabalpur (MP);

(b) what was the original estimated cost thereof and the cost escalation, if any, due to the delay in implementation thereof; and

(c) the details of fatal and other serious accidents reported on the section of this Highway within Jabalpur during 1991 and 1992?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Out of 22.5 Kms length of Jabalpur Bypass, construction of the first 5.9 Km section constituting the high level acquaduct-cum-road-bridge across Narmada River at Tilwaraghat and its approaches, sanctioned in 1984-85 for Rs. 4.23 crores, has been in progress and is likely to be completed by June, 1993. The estimate for the construction of the remaining length of 16.6 Kms has been sanctioned in September, 1992 for Rs. 12.03 crores and implementation of this portion is yet to start.

(b) Total cost of the project as sanctioned is Rs. 16.26 crores. Escalation in cost will be known after the bypass has been completed and revised estimates prepared.

(c) As reported by the State Government, 24 fatal and 6 serious accidents took place within Jabalpur during 1991 and 1992.

Private Investment in Road Building and Construction Activities

461. SHRIMATI VEENA VERMA:
SHRI RAJUBHAI A. PARMAR:
SHRI MURLIDHAR CHANDRAKANT BHANDARE:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that a 2-days Fourth National Seminar on Road Research and its utilisation was held in Delhi around September 20, 1992.

(b) whether the question of private investment in road building and

construction activities was deliberated upon in the Seminar; and

(c) if so, what specific suggestions and observations were made in this regard and what is Government's reaction thereto?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes Sir. In a panel discussion on this subject, *inter alia,* views were expressed that since the road sector allocations are not keeping pace with growing demand for road infrastructure there is need to look for alternative funding sources including investments by private sector.

(c) The Government has been seized of this matter already and is contemplating to involve the private sector in development of National Highways, as a prequisite to that, the National Highways Act, 1956 has been amended through an Ordinance promulgated on 23rd October, 1992 which provides for levy of fees on notified sections of National Highways.

Phasing out of Production of Janata Cloth

462. SHRI KRISHAN LAL SHARMA: Will the Minister of TEXTILES be pleased to state:

(a) whether it is a fact that Government have decided to gradually phase out production of janata cloth;

(b) if so, the reasons therefor;

(c) the number of workers likely to be affected as a result thereof;

(d) whether any scheme for relief and rehabilitation of these affected workers has been drawn up and if so, what are the details thereof; and

(e) by when the Scheme is likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI ASHOK GEHLOT): (a) Yes, Sir.

(b) In view of the policy of the Government to phase out subsidy schemes, janata cloth scheme will be gradually phased out in coming years;

(c) to (e) It is proposed to phase out the Scheme gradually. Meanwhile, the weavers engaged in production of janata cloth will be graduated to higher value products through an alternative and comprehensive Project Package Scheme which has been drawn up to provide the total package of assistance from training, modernisation of looms, provision of design inputs to necessary assistance in marketing. The scheme is approved for imlementation during the VIII Five Year Plan.

विदर्भ मिल्स का बंद किया जाना

463. **श्री विश्वासराव रामराव पाटिल**: क्या वस्त्र मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि सरकार ने विदर्भ मिल्स को बंद करने का निर्णय लिया है;

(ख) यदि हां, तो इसके क्या कारण हैं; और

(ग) यदि नहीं, तो इस मिल को सुचारू रूप से चलाने के लिए सरकार क्या कदम उठा रही है?

वस्त्र मंत्रालय के राज्य मंत्री (श्री अशोक गहलोत): (क) से (ग) विदर्भ मिल्स को अन्य बातों के साथ-साथ आवर्तक घाटों, निम्न उत्पादकता, अधिक मानव-मशीन अनुपात तथा काली मिट्टी के धसने आदि के कारण गैर-अर्थक्षम मिल्स के रूप में अभिज्ञात किया गया है। एन टी सी की अलग-अलग मिलों को बन्द करने अथवा बनाये रखने के मुद्दे को स्वैच्छिक सेवा निवृत्ति योजना के अन्तर्गत श्रमिकों के सुव्यवस्थीकरण तथा अन्य सम्बद्ध कारकों की वजह से अर्थक्षमता पर पड़ने वाले प्रभाव पर विचार करने के बाद ही उठाया जाएगा।

दिल्ली में जनता कपड़े की बिक्री

464. **श्री मौलाना ओबैदुल्ला खान आजमी**: क्या वस्त्र मंत्री यह बताने की कृपा करेंगे कि:

(क) दिल्ली में किन-किन एजेंसियों के माध्यम से जनता कपड़े और नियंत्रित मूल्य के कपड़े की बिक्री की जा रही है और उनका किस्मवार ब्यौरा क्या है;

(ख) क्या सरकार को ऐसे कपड़े की बिक्री में की जा रही अनियमितताओं के संबंध में जानकारी है; और

(ग) यदि हां, तो सरकार द्वारा इस संबंध में क्या कार्यवाही की गई है?

वस्त्र मंत्रालय के राज्य मंत्री (श्री अशोक गहलोत): (क) दिल्ली संघ शासित क्षेत्र जनता कपड़े